

Intimations.

DAKIN, CRUICKSHANK & CO., LD.

WARM CLOTHES.

THESE will all be spoiled before next cold weather unless properly taken care of.

NAPHTHALINE

Is the best thing to keep away Moths, &c., and prevent clothes smelling musty.

FIFTY CENTS PER TIN.

DAKIN, CRUICKSHANK & COMPANY, LIMITED, VICTORIA DISPENSARY.

Hongkong, 6th April, 1894.

A. S. WATSON & CO., LIMITED.

WINES AND SPIRITS.

On and after the 1st April, 1894, the Prices of our WINES and SPIRITS will be as follows—

PORT.

(For Invalids and General Use.)

B Vintage, superior quality, Red Capule \$14.00
C Fine Old Vintage, superior quality, Black Seal Capule 16.00
D Very Fine Old Vintage, extra superior, Violet Capule (Old Bottled) 20.00
 Port after removal should be rested for a month before use. Wine required for drinking at once should be offered to be decanted at the Dispensary before being sent out. These wines are too well known to need comment.
 Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.
 We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony, or from our authorized Agents at the Coast Ports.

SHERRY.

B Superior Pale Dry, dinner wine, Green Seal Capule \$10.00
C Marzanilla, Pale Natural Sherry, White Capule 12.00
C C Superior Old Dry, Pale Natural Sherry, Red Seal Capule 12.00
D Very Superior Old Pale Dry, choice Old Wine, White Seal Capule 14.00
E Extra Superior Old Pale Dry, very finest quality, Black Seal Capule (Old Bottled) 20.00
 B, C, and C C are excellent dinner wines for invalids and delicate stomachs. D and E are after dinner wines of a very superior vintage. All are true Xeres wines.
 Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.
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CLARET.

B St. Etienne, Red Capule 6.00 7.50
C St. Julien, Red Capule 9.00 9.00
D La Rose, Red Capule 12.00 13.00
 Salnte Foy 7.20 7.20
 Cussac 9.00 10.44
 Chateau d'Anglade 13.20 14.40
 Chateau Haut Brion Larmit 18.00 19.20
 Chateau Mouton d'Armail-hacq 21.00 22.20
 Our Clarets, including the lowest price, are guaranteed to be the genuine product of the place of the grape, and are not artificially made from stains and curants, as is generally the case with cheap wines.
 Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.
 We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony, or from our authorized Agents at the Coast Ports.

HOCK.

Nierstein \$12.00
 Rudesheim 21.00
 Rudesheim 24.00
BURGUNDY.
 Chablis, white wine 15.00
 Meursault, superior white wine 18.00
 Volnay, very superior red wine 21.00 22.20

MADEIRA AND CHAMPAGNE.

Full particulars of the various Brands on application.

BRANDY.

A Hennessy's Old Pale, Red Capule \$14.00
B Superior Very Old Cognac, Red Capule 16.00
C Very Old Liqueur Cognac 20.00
D Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capule 35.00
E Finest Very Old Liqueur Cognac, 1862 Vintage 48.00
 All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.
 Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.
 We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony, or from our authorized Agents at the Coast Ports.

WHISKY.

SCOTCH—
A Thorne's Blend, White Capule \$10.80
B Watson's Glenorchy Mellow Blend, Black Capule with Name and Trade Mark 10.80
C Watson's Aboulo-Glenlivet, Red Capule with Name and Trade Mark 12.00
D Watson's H.K.D. Blend of the Finest Scotch Malt Whiskies, Violet Capule 14.00
E Watson's Very Old Liqueur Scotch Whisky, Gold Capule 15.00
 Daniel Crawford's Finest Very Old Scotch Whisky 14.00

Intimations.

Our lowest priced Whisky is of excellent quality and of greater age than most brands in the market. We recommend our customers not to be deterred by the lowness of price from trying them all. For a soda-whisky, Thorne's Blend and Watson's Glenorchy are equal to any. Aboulo-Glenlivet is a very old Past Whisky, (Smoky) that could not be replaced in stock at the price. D and E are too well known to need comment.

IRISH—

A John Jameson's Old, Green Capule \$12.00
B John Jameson's Fine Old, Green Capule 15.00
C John Jameson's Very Fine Old, Green Capule 18.00
 All these are very fine and old. C has been stocked in Hongkong in wood for 20 years, there being little sale for Irish Whisky in the Colony.

AMERICAN—

A Genesee Bourbon Whisky, Fine Old, Red Capule, with our Name and Trade Mark \$15.00
 Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.
 We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony, or from our authorized Agents at the Coast Ports.

GIN.

A Fine Old Tom, White Capule \$ 7.20
B Fine Unseasoned, White Capule 7.20
R U M.
 Finest Old Jamaica, Violet Capule \$15.00
 Good Leeward Island 6.00
 Good Leeward Island \$5.00 per Gallon.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.
 We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony, or from our authorized Agents at the Coast Ports.

LIQUEURS.

Benedictine, Maraschino, Curacao, Heering's Cherry Cordial, Chartreuse, Dr. Sigen's Angostura Bitters, &c.

PRICES ON APPLICATION.

A. S. WATSON & CO., LD. HONGKONG DISPENSARY. Hongkong, 30th March, 1894.

The Hongkong Telegraph

HONGKONG, MONDAY, APRIL 30, 1894.

TELEGRAMS.

CONCESSION TO SCOTTISH HOME-RULERS.

LONDON, April 27th.
 The Bill introduced by Sir George Otto Trevelyan (Secretary for Scotland) for the creation of a Grand Committee for the control of Scotch affairs has passed the House of Commons by a majority of twenty-five votes.

THE MONGOL AND THE MUSCOVITE.

The Chinese Minister has come to an arrangement with Russia regarding the Pamirs based on mutual concessions.

THE UNEMPLOYED IN THE UNITED STATES.

The United States troops have captured a whole train of the Montana contingent of unemployed, without resistance.

FURTHER UPHEAVALS IN GREECE.

A prolonged shock of earthquake was experienced yesterday, and Thebes is now reported to be utterly destroyed.

MADRID, April 24th.

Two hundred and sixty persons are reported to have been killed on the spot, and 280 injured, many fatally.

PERCUSSION IN THE FRENCH NAVY.

PARIS, April 20th.
 The report of the Thomson Commission appointed to enquire into the alleged thefts of provisions supplied to the Navy during the expedition to Madagascar, reports the existence of administrative disorder and a want of surveillance.

CHOLERA IN PORTUGAL.

MADRID, April 20th.
 A number of cases of cholera (cholerae diarrhoea) have appeared in Lisbon.

APRIL 24th.

In Lisbon yesterday there were 64 new cases of cholera. The disease is spreading along the Portuguese coast.

SHANGHAI RACES.

(Special to the Hongkong Telegraph.)
 Stewards:—A. McLeod, Esq.; H. J. H. Tapp, Esq.; J. S. Ferson, Esq.; C. J. Duggan, Esq.; J. A. Ford, Esq.; G. D. Baling, Esq.; and F. J. Mallard, Esq.

Chief of the Course:—E. H. Gore-Booth, Esq.
 Secretary:—Barnes Dallas, Esq.

FIRST DAY.—MONDAY, APRIL 30th.
 The weather has been exceedingly fine, the attendance large, and the racing good. Appended are the results:—

THE SUBSCRIPTION STAKES, a Sweepstakes of £15, each, with £15, 50 added; for Subscription Grifins of this Meeting only; second pony, £15; weight for inches as per scale. Three Quarters of a Mile.

Mr. Holme's gr. Move On, 1st. 11b. 1
 Mr. Holme's gr. Move On, 2nd. 11b. 2
 Mr. John Gilpin's ch. Silver Star, 1st. 11b. 3
 Time 2mins. 43secs.

THE CRITERION STAKES, a Sweepstakes of £15, each, with £15, 100 added; second pony, £15; for China ponies; weight for inches as per scale. One Mile.

Mr. Sassoon's blk. Blackbird, 1st. 11b. 1
 Mr. Taylor's re. Dora Devil, 1st. 11b. 2
 Mr. Jones's gr. Vireo, 1st. 11b. 3
 Time 2mins. 43secs.

THE GRIFINS' PLATE, value, £15, 250; for China ponies that have never run at any Meeting; second pony, £15; weight for inches as per scale; entrance, £15. Three Quarters of a Mile.

Mr. Sassoon's gr. Eros, 1st. 11b. 1
 Mr. Boyd's gr. Dunblane, 1st. 11b. 2
 Mr. Dennis's gr. Sketch, 1st. 11b. 3
 The CATHAY Cup, value, £15; for China ponies; weight for inches as per scale; Grifins at date of entry allowed 7lbs; entrance, £15. One Mile and a Half.

Mr. John Peel's gr. Vagrant, 1st. 11b. 1
 Mr. King's gr. Flying Dutchman, 1st. 11b. 2
 Mr. Hugh Owen's gr. Freedom, 1st. 11b. 3
 Allowance of 7lb. deducted.

Time 3mins. 30secs.
 THE JOCKEY CUP, value, £15, 100; for China ponies that have never won a Race; second pony, £15; to be ridden by jockeys who have never had a winning mount; weight for inches as per scale; entrance, £15. Once Round.

Mr. Graham's blk. ro. Melbourne, 1st. 11b. 1
 Mr. Macdonald's blk. Burlesque, 1st. 11b. 2
 Mr. Holme's blk. Treason, 1st. 11b. 3
 Time 2mins. 43secs.

THE KIANG-SU PLATE, value, £15, 150; for China ponies; weight for inches as per scale; entrance, £15. One Mile and Three-Quarters.

Mr. Buxey's gr. Bluebeard, 1st. 11b. 1
 Mr. John Gilpin's gr. Silver Spray, 1st. 11b. 2
 Mr. Trehan's gr. Bowell, 1st. 11b. 3
 Time 3 mins. 54 secs.

THE HARTLEY CUP, presented by the late James Hartley, value, £15, 150; for China ponies; weight for inches as per scale; entrance, £15. Half a Mile.

Mr. Sassoon's gr. Accident, 1st. 11b. 1
 Mr. Sassoon's gr. Holyhook, 1st. 11b. 2
 Mr. Kanuck's bay Tomahawk, 1st. 11b. 3
 Time 60 secs.

THE RACING STAKES, a Sweepstakes of £15, 100; for China ponies that have never run before 1st January, 1894; second pony, £15; weight for inches as per scale; winners, 5lbs. extra. One Mile and a Quarter.

Mr. Sassoon's dun Blue Ribbon, 1st. 11b. 1
 Mr. Ring's gr. Tipus, 1st. 11b. 2
 Mr. Kanuck's re. Blue Petal, 1st. 10b. 3
 Allowance of 5lb. deducted.

THE ROADSTER'S PLATE, value £15, 100; for China ponies (without restriction as to height) not otherwise entered at this Meeting, and that have never won a race; weight, 11st. 11b.; entrance, £15. Once Round.

Mr. Ruby's wh. Stepside, 1st. 11b. 1
 Mr. Toeg's gr. Volga, 1st. 11b. 2
 Mr. Kenny's gr. Bendigo, 1st. 11b. 3
 Time 2mins. 41 secs.

THE GRAND STAND STAKES, a Sweepstakes of £15, 100; for China ponies, being bona fide Grifins at date of entry, which had not arrived in Shanghai, or been purchased prior to 1st February, 1894; subscription Grifins of this Meeting, the winner of the subscription stakes excepted; allowed 5lbs.; weight for inches as per scale; winner of any race 7lbs. extra. One Mile.

Mr. Sassoon's blk. Blackbird, 1st. 11b. 1
 Mr. Ring's wh. Star of the East, 1st. 11b. 2
 Mr. Buxey's wh. Ponderosa, 1st. 11b. 3
 Time 2mins. 64 secs.

THE JAPANESE GUNBOAT *Atsugi* was despatched from Shanghai to the assistance of the *Nippon Maru* on the 26th inst.

We are informed by the Agent of the Messageries Maritimes Co. that the steamer *Malbourne*, with the next French mail, left Saigon for this port at 2 p.m. on Saturday.

Kites—That fellow paid me a queer compliment.
 Bits—What was it?
 Bits—He said my mouth was a museum of Shakespeare.

MRS. POTTER had a flattering reception upon the occasion of her latest appearance in *Comilla* at Shanghai on Monday night last. Her company is due here in the *Malbourne*, probably to-morrow.

A SHANGHAI paper states that the wives of the United States Admiral and Consul-General paid a visit to the Yamen of the Shanghai Taitai and Magistrate, and they were welcomed by the wife of the latter.

THERE was a notable gathering of tiffs, taotais and small fry mandarins at the Viceroy's yamen in Foochow last week, to make arrangements for the birthday celebrations of the Empress Dowager in November.

SOMETHING like a record. There is now living in Japan a woman who has had thirty-three husbands.

Some are still alive and well.
 Others in regions brighter
 Some chose the quietude of
 Than live with such a fighter!

At a recent reception held by Mr. "Baker" at the Yamen, the chief attractions were the recitations given by Mrs. Potter and Mr. Kyrle Bell; the former especially coming in for more *huzzas* than she could well carry away. The late *arist* also received—not the Crown of Joke, but the Sultan's warm thanks.

A two years' study at Ghiz has convinced a well-known explorer into things antique that the Egyptian stone-workers of 4000 years ago had a surprising acquaintance with what have been considered modern tools. Among the many tools used by the pyramid-builders were both solid and tubular drills, and straight and circular saws.

In the course of an article advocating the establishment of a British Post Office at Tientsin the *Peking Times* hits out in the following fashion: "The volatile Postal authorities of Hongkong have, we hear, transferred the British mail back again, from the German to the Customs Post. Having thrown the former into confusion, and put them to considerable trouble and expense in organizing a staff for the delivery of the mails, the Hongkong officials suddenly withdraw same. The German Post Office has, so far as we know, done its work, and under difficult circumstances, and deserves the thanks of the community. We shall no doubt be as well served by the Chinese Customs Post as in the future as we have been in the past. But neither of these Post Offices can afford us the postal accommodation we want, and have a right to demand. By far the greater part of the mail matter late and out of this port is British, and what we need is a British Post Office."

Lawyer—What's your income?
 Busted Flunk—What I can borrow!

EXPERIENCE teaches that most prisoners will die of gaol with more ease and success than while in.

A COCKNEY Customs-clerk says his hall very well to reach his high C, but it's better to reach his high G.

THE British gunboat *Flour* is now at one of the Yangtze ports; the *Imconstant* is also up the river.

THE Chinese gunboat *Kuang Kam*, and two of the Viceroy's torpedo-boats left here for Canton this morning.

It was rumoured yesterday, in naval circles, that Commander Warrender of the flagship *Centurion* is shortly leaving for England.

THE Spanish gunboat *Don Juan de Austria*, Capt. Don Jose de Padilla, arrived safely at Amoy on the 25th inst., and left there on the 27th.

THE returns of the number of visitors to the City Hall Museum for the week ended, April 29th, are:—Europeans, 75; Chinese, 828; total 903.

A FIRE occurred in Batavia on the 7th inst., in which 160 houses were destroyed; principally by the explosion of a powder magazine. Damage has been assessed at 42,000 guilders.

THE pleasurable crop at Taiwan this year is larger and better than it has been for a long period. Prices have fallen greatly, to the disgust of the Formosa farmers.

SHANGHAI is apparently as paralytic in the matters of money and muscular energy as Hongkong. There also the usual athletic sports have hung fire, and will not eventuate until autumn.

At the Magistracy this afternoon a Chinese clerk employed by Arthur & Co. was charged on remand with forging another Chinaman's name as guarantor on a promissory note for \$500, in payment of defendant's debts to his employer. The case was further remanded.

FOR sentences yet simple, yet this reported an incident in a New York police court is worthy of record. Here's the dialogue between the magistrate and an "old rook": "Were you drinking yesterday?" "Whenever I was asked." "Were you asked often?" "I must confess I was in great luck." "Ten days. Next!"

AMONG the passengers leaving in the German mail to-day was Mr. Cecil A. V. Bowers, of the I. M. C. India-staff at Amoy, who is on his way home on leave of absence. He is a son of the late Commissioner Bowers, and inherits that gentleman's ability and talent. He had a very warm and enthusiastic send-off by his many friends at Amoy.

THE Government *Gazette* contains the quarterly list of books registered in Hongkong, from January 1st to March 31st, 1894. The return is headed by the "Hongkong Directory and Hong List" published at this office, at the wonderfully low price of \$5; and further down the page there is mention of a "Chronicle and Directory," another book, published at the *Daily Press* office for \$2.10. Over twelve dollars! The *Gazette* calls this fearful sum the "price at which the book is sold to the public," but—well, the signature at the foot of the list is, H. Stewart Lockhart!

ADVERTISEMENTS in a Sydney daily—
 Journalist, young, Mason, high recommendations, shorthand, speaks Employment, town or country, in return for food. "Necessitous!"

But why, queries the *Bulletin*, doesn't he go round making a competence by divulging, or pretending to divulge, the Masonic secret to inquisitive women? There is a fortune in it for any needy Mason who knows how to paint the lily. In the same paper in which "Necessitous" offers to sell his brains for bread alone, a literary young lady advertises for board, lodging, and washing for 15s. 6d. per week. Women are elbowing men off the theory path of journalism even.

At the Magistracy on Saturday, Comr. Hastings, R.N., had before him a wretched-looking Chinese object charged with attempting to commit suicide by jumping into the harbour; his Worship dismissed the culprit with a caution, and awarded two dollars out of the poor-box to the piteous and sympathetic rescuer. A little later, another would-be suicide came up, and the Bench began to reflect upon the sort of thing was a deeply laid scheme to make money. No order was made about rewards this time; we would expect that in future any man who prevents a suicide should be sent to gaol for six months without the option of a fine, and any man who attempts suicide and fails should receive a similar sentence for failing.

THE Americans, says the London *Nautical Magazine*, have always produced smartest men, and during the last fifty years have taught British sailors many and many a good lesson. "The cut of their sails, the shape of their bows, the set of their masts, and the rig of their ships, whether as yachts or square rigged tea-clippers, have been the admiration and delight of two generations of old-world mariners. There are not a few men in England now who, forty years ago, standing on the poop-decks of handsome frigate-built merchantmen, anywhere between St. Helena and Rodriguez, have looked stern and seen with astonishment, not unmixed with annoyance, some beautiful Yankee clipper coming on after them "hand over hand." In an hour or two she would be exchanging courtesies alongside, but before the day was done that New York or Boston packet, homeward bound from Foo-chow-foo, would have strangely disappeared beneath the forward horizon in the West.

AFTER nearly one year's confinement, visited by occasional lectures and questionings by the Foo-chow Court, to which city the persons implicated were sent by the Shanghai Magistrate for confirmation of sentences, the new acting Provincial Judge Hoang, Taitai of Chikiang, has passed sentence upon the persons concerned in the murder of a native outside the West Gate of the Shanghai city. The following are the sentences:—The instigator of the crime and actual murderer Mr. Miao-lin, the ex *yamen* runner, to be forthwith decapitated, before the promulgation of the Empress Dowager's Grace decree; Wu Kuei-lin, the cousin of the murderer who furnished the sack to strangle the victim Yuan Ah-kun, to be forthwith strangled for this crime; and the woman (who it seems, really did not know that her husband was to be murdered) and was as much a victim of her paramour as her dead husband) to be also strangled at an early date. A Northern contemporary remarks that, had it been proved that she was complicit of the crime beforehand, her sentence would have been *hanged*, or death by the "shameful and lingering process."

On dit that Calcutta is to be the destination of the Shrophshire. It is not likely that the regiment will be transferred before November next.

THE statue Venus de Milo, regarded as the type of perfect womanly beauty, was found at Milo, one of the islands of the Grecian archipelago, by a peasant while digging at the roots of a tree.

We are informed by the Secretary that the Public Library will be closed on Tuesday, Wednesday and Thursday next, pending the necessary examination of the rooms for repairs.

THE O. & S. S. Co.'s steamer *Oceanic*, which left Hongkong on April 4th for San Francisco, via Nagasaki, Kobe, Island Sea and Yokohama, arrived at her destination on the 28th inst.

BOTH magistrates were sitting in the police court to-day, and each had a larger number of cases than usual. There were about a dozen "drunks and disorderlies," who were disposed of at the usual rate—\$5 or 7 days each; and in one case a broken jaricksha had to be mended at a cost of \$6.

A POLICE tennis tournament (doubles) was concluded on Saturday afternoon, at the Central Station ground, Inspector Quincey and Constable Barron winning the championship spoons after a very fine contest. The game has become exceedingly popular in the force, and cannot but have an immense influence for good, both physical and in every other way, among the men, as well as their wives.

A DUTCH paper reports that the Royal Geographical Society at Amsterdam has applied to the Minister for the Colonies, for Government aid towards equipping a scientific expedition to explore Netherlands New Guinea. In 1885, the Government of the day proposed to spend 25,000 guilders for the purpose, but met with opposition on the ground that such an idea only ministered to national vanity, and that it would be far better to sell Netherlands New Guinea to some other Power.

A NATIVE letter received at Shanghai from Hankow states that owing to the numerous disastrous fires that have visited the flourishing mart of the neighbouring town of Shai, the gentry and notables of that place have decided upon organising a syndicate to supply water to the town on the foreign system. The syndicate in question is nearly formed, and a committee will visit the proposed Hankow water-works tomorrow for the purpose of consulting upon getting the necessary machinery, pumps, etc., from Shanghai at an early date.

AT the Magistracy to-day, before Mr. Hastings, a coolie was sent to gaol for three months, having been found in possession of a quantity of galvanised steel and phosphor-bronze wires belonging to the Telephone Company. His plea was that some friends had asked him to hide it under his jacket, where it was found by an inquirer constable. Mr. Stuart Harrison, manager of the Company, said the lines had been cut in two places on Saturday on Robinson Road; such thefts were of constant occurrence at that place, where over two miles of wire had been taken at various times this year.

A TELEGRAM was received at Shanghai from Chefoo on Tuesday last, asking for assistance for the stranded steamer *Nippon*, and stating that there were hopes of getting the vessel off, and that Admiral Ting had sent a gunboat to protect her. The *Yokohama Maru* left Shanghai on the afternoon of the 24th for the wreck, having on board Captain J. P. Roberts, Mr. Becker, divers and wrecking gear, supplied by Messrs. Boyd & Co., Ltd. The Japanese man-of-war *Atsugi* is also leaving for the *Nippon*. Admiral Ting is, in the opinion of the *N. C. Daily News*, to be complimented for his promptitude in sending a vessel of his fleet to the wreck; and with that opinion everyone will agree.

THE Telegraph Companies have issued a neatly printed list of the new telegraphic rates which come into force to-morrow. The figures of the two routes, optional in theory but hardly so in practice, are printed in parallel lines and to anyone not versed in the peculiar manipulation to which telegraphic rates are liable, they are somewhat paradoxical. For instance, by the Eastern direct cables the rate per word to New South Wales is \$3.05, and by the Northern all-round-the-world-and-where-in-particular routes it is only \$2.00 to Queensland by the former \$4.00 by the latter \$4.50 to New Caledonia \$3.50 and \$5.50 respectively. The list, however, is a convenient reference, and the disappearing dollar is perhaps more to blame than Saint Squeeze.

THE *Shanghai Mercury* learns from a native source that on the 12th instant the Taitai of Hankow issued a proclamation about the selling of tea. This was issued on account of information received from the English and American consuls, that the Chinese had been selling tea by measure, and that when the cargo came to hand it did not agree with the samples. The tea merchants are warned that they are not to settle the price of tea before the whole cargo arrives, and the telegraphic officers have received instructions not to allow any tea masters to pass without the whole cargo accompanying them. If any tea merchants are found selling sales by measure with any foreign merchant before the cargo arrives he is not to be allowed to trade at Hankow, and will be liable to a heavy fine.

DURING the famine season, when the water supply of the Colony is turned off during the night, it is a common practice for coolies to take buckets to the street hydrants long before daylight, turn on the tap ready for the first flow, and then lie down for a nap pending its arrival. This morning the water was turned on at two o'clock on account of the fire, and so of course every tap in the Colony that had been left open began to run. About half past four a coolie was found asleep near the Canton Wharf, beside a hydrant which was in full swing as described. He was only brought before the magistrate, and pleaded—poor innocent!—that the water ran so slowly that he fell asleep waiting. He was fined \$10, however, and now we want to know how much fine is to be imposed on the superintendent of the fire brigade for wasting hundreds of thousands of gallons when there is a harbour full of water within a hundred yards of the fire.

THE Hong Kong S.S. Co.'s steamer *Prophetic*, Captain W. H. Farrand, is at present lying at anchor in Kowloon Bay, close to the salt-pump of Manning, disabled owing to her air-pump being for filling the boiler, having broken down. From the local papers we gather that the *Prophetic* left Java on the 13th instant with a full cargo of sugar and molasses consigned to Chinese in this port, and that all went well until the 20th instant when the air-pump gave out, rendering it impossible to keep steam up. She was then sent under canvas the vessel reached Kowloon Bay. On the 26th instant the Scottish Oriental Co.'s steamer *Chrysos* answered the *Prophetic's* signal of distress and brought her to Hongkong yesterday. Her chief engineer, Mr. McDiarmid, the commander, and a letter from Captain Farrand to the Agents, The Dock Company, have the necessary work done. It is believed that the chief engineer will return to his ship by some Saigon-bound steamer on Thursday with a new pump, which, when fitted should enable the *Prophetic* to reach Hongkong about ten or twelve days hence.

THE U.S. gunboat *Petrel* left Shanghai for Yokohama and Behling Sea on the 25th inst.

THE P. M. S. S. Co.'s steamer *Prva*, with the American mail, left San Francisco

"ANCIENT ORDER OF JOB LOTS"

ANIMATED DISCUSSION.

I live in Knutsford Terrace, and my name is Sydney B. J. W. X. Y. Z. O. P. Q. R. S. T. U. V. I'll tell in simple language what I know about the fight.

That broke up our society (Job Lots) on Friday night.

The subject of discussion was "the tone of politics." And "whether it's improved or otherwise by using bricks." And "is the present tendency in England up or down?"

It's mostly both, especially in any Irish town. We hadn't Sir James there to let us hear his views. He's gone to Shanghai Race, and he's likely on the boat.

Oh Sir James! Sir James! Oh, how we all did miss him! But the "heat and burden of the day" was borne by Mister Nisim.

The latter able orator said he could hypnotise the Irish Home Rule question in its most perplexing guise, and by the help of Mesmer he could settle every row.

And if the audience doubted, he would jolly well show them how.

Then Jones, the Irish Welshman from the Government Central School, insisted that the speaker was a—(didn't hear what he said).

And little Billy Barlow, who has since gone home on leave.

At a four-and-a-half penny dollar, gently chuckled in his sleeve.

But language such as this was calculated to excite.

The most angelic angel—and that isn't Nisim, quite.

And the arguments began to be substantiated soon.

With sample blocks of one from Skerretley's tin mine in the moon.

Then Johnny Gilpin Junior raised a point of order.

A chunk of old red sandstone—

[Cheerful—Ed H.K. Telegraph.]

GREAT FIRE IN HONGKONG.

\$60,000 DAMAGE.

A few minutes after 2 a.m. to-day, fire broke out in a large Chinese eating house, at 222, Queen's Road Central, opposite the site of the Central market now being erected. The house is one of a block of eight, back to back, between Cochrane Street and Graham Street, four fronting on Queen's Road and the other four on Stanley Street, with a narrow alleyway flanked by the range of Gullstaff Street, eight feet wide, running through north and south. The eating-house is at the west corner of this passage. No alarm seems to have been given until the flames had made considerable headway, for though the Brigade turned out promptly when summoned, the fire had already spread to the roof and the adjacent houses, right light, and there were already in a blaze, and before anything appreciable could be done, the whole block was a mass of fire except the two end houses facing Cochrane Street. Of course, in the usual pig-headed way, the fire brigade first tried to use fresh water for the hose, and as at least half the house-tops in the colony are left turned on overnight so as to get the first of the morning's supply, the result was that when the water was started in the mains there was no pressure at all. Not until absolutely compelled, solely against the will, did the able and energetic superintendent and his men take adjoining houses, right light, and there were already in a blaze, and before anything appreciable could be done, the whole block was a mass of fire except the two end houses facing Cochrane Street. Of course, in the usual pig-headed way, the fire brigade first tried to use fresh water for the hose, and as at least half the house-tops in the colony are left turned on overnight so as to get the first of the morning's supply, the result was that when the water was started in the mains there was no pressure at all. Not until absolutely compelled, solely against the will, did the able and energetic superintendent and his men take adjoining houses, right light, and there were already in a blaze, and before anything appreciable could be done, the whole block was a mass of fire except the two end houses facing Cochrane Street.

Ultimately half a dozen splendid jets were got up from the harbour, by means of the floating fire engine; and as the burning block was easy of access on all sides, the rest of the work was plain and straightforward. The six houses between the two end houses were hopelessly gone, but the other two end houses, while some damage, however, The total loss estimated at \$60,000 or more; the eating-house was insured for \$5,000 with Reuter, Broekmann & Co., and of course, the master had left for Canton yesterday—they always do. One of the gutted shops was occupied by a Nam, in the European tailoring business, and a photographer had the top floor. Another of the shops was full of native wines and spirits, said to be uninsured. The cause of fire is said vaguely to be "a lamp hanging on the wall," but whether the lamp was merely climbed down off the wall and spread all spontaneously, or whether the Insurance Demon was playing his evil tricks again, nobody knows. What the occupants say is that they went to bed leaving the lamp hung up, over the stair, conducting itself well to all appearances, and that when they woke the lamp was gone and the stair was in flames. It must have been the cat.

There will probably be an inquiry, which will probably reveal nothing sufficient to either remove or confirm the inevitable suspicion; and the insurance company will probably have to pay. It seems then right that they should do as the Singapore companies do—insure on the basis of a clause that payment in respect of any fire shall only be made on production of stock-books which have been checked at reasonable intervals by surprise visits from the insurance agents. Thus, there is at least some degree of probability, that the value of stock on the premises shall be known, and that fires will not be a money-making concern. If the books are not allowed to perish in the flames, there is no payment; for a shopkeeper can easily have his records stored in some other place every night. That is the only practical remedy, and it is automatic. If the Companies will not adopt it, they deserve to lose; but it is a shame that the Colony's falling supply of drinking-water should be run to waste in such increasing quantities year by year.

SERIOUS TOONG-KOON RIOTS.

THREE MEN KILLED AND SEVERAL WOUNDED.

In our issue of Friday last reference was made to some trouble that had occurred at the village of Chekwan on the Canton river, the scene annually of a vast amount of joss-pidgin in honour of the birthday of *Tin-Hao*, the alleged goddess of the sea and all that therein is. Most of the Taoist pilgrims who repair thither in the month of April (the third moon of the year) are women and young girls, but a goodly number of adult males also support the crowds of devotees who bow down at the Tin-Hao Miao, as the leading Chekwan temple is styled in the language of the ancients, there favouring the good offices of this famous diva.

Chekwan being a mere hamlet incapable of providing shelter for a tithe of the pilgrims who visit it annually, as above stated, the local authorities of the Sun-on district, in which it is situated, erect a large number of booths including a huge gambling shed there, which are let to the highest bidder, and as a rule members of the powerful Toong-koon clan cut-bid all their rivals. This year Toong-koon traders leased all the booths and is, owing to the prevailing hot

weather, the attendance at the shrines was unusually large, they made abnormal profits. However, notwithstanding this they attempted to "buff" the Sun-on authorities out of their rents altogether, probably owing to the burning of their gambling shed on Thursday last. Whatever the cause of the riot it resulted in serious loss of life and bloodshed, for the Sun-on magistrate ordered his police to attack the Toong-koon men and fire several rounds of black cartridge as they were leaving Chekwan last Friday afternoon in their junk. The latter, thinking the Sun-on men had attempted to slay them, at once came ashore armed with rifles, fighting-iron and tridents and attacked the former, killing two mandarins, one of white-button rank and the other a B.A., and one soldier, and wounding several others, while of their own men none were killed but others were seriously wounded. The "battle royal" over, and the Sun-on men in full flight, the Toong-koon coolie clansmen (who, it will be remembered, caused so much trouble in this Colony a few weeks ago) took to their junks and sailed away, leaving one of their number, who was very seriously wounded, in the hands of a Sun-on constable, in Chekwan.

In conclusion it may be added that the whole of the trouble appears to have had its origin in permission having foolishly been granted by the local authorities for the erection of a gambling shed at Chekwan, for had there been no gambling den there would have been no quibble about losses incurred through its destruction by fire being justification for refusal to pay the usual taxes which are levied on the lessees of the temporary sheds erected for the convenience of the pilgrims who have flocked in thousands to Chekwan on the 23rd day of the 3rd moon of every year for upwards of fifty years.

HONGKONG DAIRIES.

II.

In common with numberless trades, which at one time were conducted on a small scale as they were made, the milk or dairy trade may now, it would seem, be ranked as one of the fine arts requiring years of experience, the exercise of small amount of business acumen, and the manipulation of "wheels within wheels" to insure even moderate profits; and if this is true of the dairy business in the Occident it is, assuredly, doubly so in respect to similar business in the Orient, where the cost of "keep" and climatic conditions tend to reduce profits considerably. In Hongkong, at all events, owing to keen competition, disease, high rent, cost of "feed" and the intense heat of summer, it would appear from information obtained recently that considerable "chill, sweat, and pain" it has been exercised by some dairymen—the Hongkong Dairy Farm Company, Ltd. for instance—to make both ends meet. In fact the company named has, according to our informant, had to resort to what would appear to be tricks of trade to meet the ever-increasing demand for their produce, of which "eyes had not seen nor ears heard" until our "Special" was let loose the other day. As stated in these columns days ago, the greatly expanded Dairy Farm Company has been supplying more milk to its customers than the Co.'s cows could possibly produce. That was a general statement which has been endorsed by those whom we have gathered some interesting information relative to the Co.'s ways and means. According to one of our informants, the Company in question sells on an average 450 large bottles (each bottle holds two imperial pints) of which 300 bottles contain milk drawn from the Co.'s own cattle, while the contents of 150 bottles are procured, under contract, from a Chinese man known as Cheong Kee, who keeps water-buffaloes and cows, and whose "dairy" is one of clusters of cow and goat sheds situated in a country of thickly settled hills, below the Wanchai School, below the Royal Naval Hospital, and which is dignified with such appellations as Kennedy Street and Nallah Street, and so forth. In some months the Company's "little bill" for Chinese milk runs up, according to our informant, to \$500 or \$600, and for a long time it is said to have averaged about \$400 to \$500 per annum. At the present time, however, Cheong Kee has taken his cattle over to the mainland of China (where, by the way, his residence is said to be right), and he has been replaced by a Chinese man named Cheong Kee, who is said to be a native of the Colony. It is said that for this reason the Dairy Farm Company does not at the present moment get milk from their Chinese *chick*, and in consequence of the falling-off of its outside supply has been obliged to reduce the supply to its regular customers. Possibly this reduction will not be of very long standing, for Cheong Kee took to Hongkong in the course of the next few days. [Curry.] If the fulfilment of his agreement with the Dairy Farm Co. is not the subject in view, why should Cheong Kee ever start to bring his cattle back to the colony? Continuing his revelations of the Co.'s *modus operandi*, our informant stated that the Pokfulam firm recently struck upon a clever device for making more money out of fresh butter than most people would be inclined to give the directorate credit for. It is said to be done in this way:—When the churning is finished, and the butter has to be made up in pads ready for delivery to customers, a new pad-cover (bearing the old dye, or print) from the mould used for 18 months or two years ago, with the result that the pads weigh two tins instead of three tins as of yore—clear profit of one-third being booked; for the pads are in fairly brisk demand at the old price of 30 cents per pad! Hitherto the Co.'s customers have, as far as we can learn, failed to detect any difference in the weight or size of pads of butter supplied by the Company, and, so far as we know, meet their bills with a regularity indicative of their faith in the purity, not only of their dairy produce, but of the methods employed by those to whom they look for the success of a high-sounding philanthropic corporation to which even the Government, recognising the good intentions of the promoters, not so long ago granted a valuable concession of land in the very heart of the city. But more of that little "spec" hereafter. Enough has now been said of this, but before leaving the subject of the manner in which the Dairy Farm Company is reputed to make two ends meet, it is only fair to that corporation to state that when interviewed by a member of our staff recently, Cheong Kee said:—"I don't know how they do it, but I don't think they do it at all. I don't see any other Chinese cow-herd in the colony supplied the Dairy Farm Company with cow, goat, buffalo, Antipodean bun-yip, or any other milk whatsoever! Our information is definite, reliable, and comes from several independent sources, European as well as native; but as Cheong Kee denies it, we give his denial for what it is worth. Cheong Kee did not state that he was a disciple of Confucius, a follower of the Long-headed, or an Apostle of Truth. He said only that he was a milkman, and that he was a counterfeiter of Commodore Natt than a Colonial Sage, a son of a Sage or wealthy milk contractor, and that is about all that can be said about this individual at present. He didn't seem surprised when told that the Dairy Farm Co. had lost the contract to supply the Civil Hospital long ago, and that the East Point Dairy and Farming Company had (possibly through the influence of the commander of the Civil Hospital, who is understood to be interested in the East Point firm) "cut out" the former, which may, nevertheless, be an open offense for shareholders in the Dairy Farm Company, Limited.

Relative to the milk supply of local hospitals, it may be added that not only is the major portion of the milk supplied with Chinese milk, but the military hospitals also obtain their supply of milk from Chinese dairymen, while the Naval Hospital is, we understand, supplied by the East Point company. According to our informant, the commander of the Hongkong Department, a partner in Kwong Loong Hong, could, if so disposed, influence the source of supply to the Garrison. We understand the true cost of milk supplied to the said commandery is 28 cents per bottle, and that his firm, who hold the victualling contract, get at least 60 cents per bottle for it from the military authorities—a smart move in its way and one which hardly requires colossal amount of intellect to fathom. Doubtless the milk supplied is good enough, that it passes the lactometer test, but with many other tests too, the reliance cannot be placed on its practical results, especially where crafty Chinese traders are the interested parties. For there is no disputing the fact that for ways that are dark and tricks that are vain the heathen Chinese is peculiar!—so very peculiar, in fact, that a separate article will be devoted to an *exposé* of the whole system upon which Chinese dairymen conduct their business, how they cattle, bring their milk up to "proof," and "lubricate" wheels within wheels.

FLOOD IN THE HAN RIVER.

ABOUT 800 JUNKS LOST AND THOUSANDS DAMAGED. 100 LIVES LOST.

Hankow, 21st April, 1894.

Considerable loss of life and property was caused last night at Hankow through a freshet, which seems to have come quite unexpectedly and proved to be one of the most disastrous that have happened for years. The water has been unusually low for some time, and, although the current was fairly strong, no danger was apprehended. About midnight, however, an enormous volume of water came down the Han, carrying with it undoubted proofs of the destruction which it must have caused on its way—broken furniture, planks, beams, wreckage, etc. The water is said to have risen more than six feet in about an hour, and very few of the junks, of which thousands are moored right in the mouth of the Han, were able to stand the strain. Most of them broke loose, crashing into each other, and drifting on the top of those that had managed to weather the shock. The crashing of planks and beams right and left, the yelling of the boatmen, mixed with the cries of those whose craft were wrecked, who were struggling in the water, and who were being crushed between the wreckage and disabled junks, combined to render the scene one of almost indescribable turmoil and confusion. Most of these, carried along by the flood, were driven through the narrow channel into the Yangtze, bearing with them further destruction. During the whole of the night distressing shouts and cries were heard from the crews of disabled junks, as they drifted past the Hankow concession, and all the afternoon wreckage was drifting down the river. Altogether, it is believed that some 600 to 800 junks of various sizes have been totally wrecked, whilst those that are more or less damaged, may be counted by thousands. The loss of life is roughly estimated at a hundred, but, of course, this figure may have to be altered considerably, as it is quite impossible to ascertain the true number before the excitement has ceased and everybody settled down quietly.

The water is still rushing out fiercely from the Han River, and causing a strong counter-current along the shore of the Concession, so much so, indeed, that the *Tatung*, on her arrival, had to go alongside her bulk head and down-river, quite an unusual sight at our port.—*Shanghai Mercury*.

NEWS BY THE AMERICAN MAIL.

The Pacific Mail S. S. Co.'s steamer *City of Sydney*, Capt. Wm. B. Seabury, from San Francisco, via Yokohama, with mails up to April 4th, arrived in port this afternoon. From our San Francisco exchanges we take the following telegrams—

SEATTLE (Wash.), March 29th. The ship *Kenneth*, Captain Sawyer, which arrived in this port eleven days up from San Francisco, bringing a terrible tale of suffering from the lips of the crew of the ship *Small*. Captain Sawyer gave her starving people sufficient food to last them until they reached San Francisco.

He reports: "The *Small*, laden with rice and tea, sailed from Hongkong on November 3rd for San Francisco in charge of Captain Hannay. Almost from the very first she experienced rough weather. The winds were contrary and building one day, and then would follow the calm and the storm. Tornado after tornado swept the eastern sea, and the great ship was driven before them like the smallest bark afloat.

"Tremendous seas boarded her, tearing loose everything not made fast, and in many instances her hulls were split and blown from the bolt ropes as though made of tissue-paper. The members of the crew had many narrow escapes from being washed overboard, and on one occasion First Officer Morgan came near being blown off the deck.

"After weeks of this discouraging and arduous work Captain Hannay determined to turn south and attempt to reach Hawaii. He ran his ship down the Chinese sea through the Java waters and on through Lombok passage, between Lombok and Bali islands.

"Then with clear sailing at first he ploughed through the Indian ocean, skirting the West (I Australian coast). The fair weather did not last long. The heavy monsoon raged about the ship, piling up the seas and enveloping her in clouds of foam and sea, while the waters poured from her scuppers in rivers.

"Still pursuing his course eastward, Captain Hannay sailed coastwise around the Polynesian group and stopped at Pitcairn Island. A desperate effort was made to get supplies, but this resulted in almost total failure. The white wings of the *Small* were again spread to the wind and her prow turned northward.

"For five weeks she continued on the starboard tack, and not a vessel was spoken until the *Kenneth* answered her flag of distress. The distress flag was hoisted over the *Small* because she was absolutely without food, except tea and rice. They had been in that condition since Christmas. When I gave them ten days' rations the crew almost cried, they were so happy, and when the *Kenneth* sped away the *Small*'s crew gave us three hearty cheers.

The run between Hongkong and San Francisco usually consumes about fifty days, and under extremely fortunate circumstances it has been made in thirty-five days. The *Small* was 70 days out before speaking the *Kenneth*. Twenty-three days after her departure she was spoken in latitude 5° south, longitude 120° east, but from that time till she was seen by the *Kenneth* no report had been received of her.

The *Small* has a displacement of 5400 tons, which was very nearly lost by the cargo in her. After leaving Hongkong she was seen only once. She was spoken November 24th, 1893, twenty-one days out in Kurima straits, close to the Straits of Sunda, near the coast of Borneo. From her position it was evident she had been driven out of her course. Since that time the vessel had not been seen. She had been virtually given up for lost, and had been reassured at high premiums.

The British ship *Small* is the largest sailing vessel flying the English flag and is the biggest carrying ship in the world. The underwriters have been paying 25 per cent reinsurance on her. She has on board a miscellaneous cargo, consisting largely of coal and tea. The bulk of the latter is like Ping Sney tea, and it is said in commercial circles that the importers have been secretly hoping that the vessel would never reach port with her cargo. The Ping Sney tea is the cheap adulterated article against which the Custom-house authorities have lately begun a vigorous crusade, and the probability is that it will be condemned.

VIENNA, March 29th. Prior to the Emperor's departure for Albania last evening he gave an audience to Dr. Wekerle, the Hungarian Prime Minister, who desired to confer with his majesty in regard to the disorders that have occurred in Buda-Pesth since the death of Kossuth.

It is reported that Wekerle declared that the public opinion of Hungary demanded that on the occasion of the Emperor's funeral certain concessions be made from the Government, and unless such concessions were made a renewed outbreak of national feeling could only be prevented by strong military measures. Dr. Wekerle is said to have also declared that the disorders were closely connected with the opposition to the civil marriage bill.

To-day's Advertisements.

NOTICE.

IN conformity with the Provisions of REGULATION IV. of the GENERAL REGULATIONS for the CHINESE PILOTAGE SERVICE, the Board of Appointment will hold a COMPETITIVE EXAMINATION at the HARBOUR MASTER'S OFFICE, Swatow, at 11 A.M. on TUESDAY, the 8th May, to fill a VACANCY among the Swatow Pilots.

J. H. C. GÜNTHER, Harbour Master.

Custom House, Swatow, 25th April, 1894. [525]

FOR SALE.

A USTRAIAN MILK COW and CALF. Splendid Milker.

Apply on board at S. S. "GUTHRIE."

Hongkong, 30th April, 1894. [531]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship "ZAFIRO,"

Captain A. W. R. Cobban, will be despatched for the above Port TO-MORROW, the 1st May, at 5 P.M. This Steamer has Superior Accommodation for Passengers.

For Freight or Passage, apply to SHEWAN & Co., General Managers.

Hongkong, 30th April, 1894. [529]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship "HAILOONG,"

Captain Roach, will be despatched for the above Ports on WEDNESDAY, the 2nd May, at Daylight. For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 30th April, 1894. [526]

FOR MANTONG AND SINGAPORE.

THE British Bark "WILLIAM LE LACHEUR,"

Captain C. H. Dodd, will be despatched for the above Ports on SATURDAY, the 3rd May. For Passage, apply to TSUN TAI, No. 23, Aberdeen Street.

Hongkong, 30th April, 1894. [530]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "LIGHTNING,"

Captain K. H. Sandberg, will be despatched for the above Ports on SATURDAY, the 5th prox., at Noon. For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 30th April, 1894. [527]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed, that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after the end proximo, will be landed at Consignees' risk and expense into the Godowns of the Wanchai Warehouse and Storage Company, Limited, Wanchai.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, 30th April, 1894. [518]

Intimations.

G. FALCONER & CO. WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS. NAUTICAL INSTRUMENTS, CHARTS AND BOOKS. No. 48, Queen's Road Central. [693]

CHS. J. GAUPP & CO. CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS. CHARTS AND BOOKS. Sole Agents for Louis Audemars' Watches, awarded the highest Prizes at every Exhibition, and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARKING GLASSES, and SPYGLASSES. No. 8, Queen's Road Central. [594]

LEVY HERMANOS. JEWELLERY, DIAMONDS, WATCH, CHRONOMETER, AND CLOCK-MAKERS. Sole Agents for F. & P. PHILIPPE & Co. Geneva. A great variety in Fancy Goods and Optical Instruments. 10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office. [77]

Intimations.
DAIRY PRODUCE!
THE HONGKONG DAIRY
(ESTABLISHED 1871.)
GARDEN ROAD, AND CAUSEWAY BAY.
FRESH MILK, FRESH BUTTER, CREAM, CREAM CHEESE AND NEW LAID EGGS.
ALWAYS ON HAND FOR CASH, OR TO ORDER.
MILK FROM ONE COW FOR BABIES, BY SPECIAL ARRANGEMENT NONE BUT THE FRESHEST AND BEST SUPPLIED.
ADDRESS—
J. KENNEDY,
PROPRIETOR,
GARDEN ROAD, 1519

Hongkong, 26th April, 1894.
TO BEWARE OF COUNTERFEITING
ORIZA-ESS.
Sweet and Concentrated Perfumes
ASSORTED IN ALL SCENTS
L. LEGRAND'S ORIZA PERFUMERY
Inventor of the GENUINE and accredited preparation **ORIZA-OIL**
11, Place de la Madeleine, Paris
TO BE HAD OF ALL TRUSTWORTHY FIRMS

THE PHARMACY.

FLETCHER & Co. Dispensing and Retail Chemists, Perfumers, Druggists Sundries and Patent Medicine Vendors.

KEPLER'S MALT per doz. \$14 00
SCOTT'S EMULSION \$14 00
SCOTT'S EMULSION \$14 00
TOILET ACCESSORIES—
Perfume Bottles, Cut Crystal Combs, Brushes, Sponges, Sponge Bags, Flesh Gloves and Belts.

Perfumes:—Pinaud, Atkinson, Colgate, Rick-secker and Brown Perfumery Co.
Hongkong, 23rd September, 1893. [528]

"DERMATOL,"

MANUFACTURED BY FARBERWERKE, Höchst a/M.; its effect in stimulating the closing up of WOUNDS, and in internal administration against diarrhoea, is described as amazing.

D. R. KNORR'S LION BRAND ANTI-PYRINE.

(DOSE FOR ADULTS 15 TO 25 GRAINS TROY.)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, HOOPING COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the Medical Faculty. Ask for Dr. KNORR'S ANTI-PYRINE. Each Tin bears the inventor's signature "Dr. KNORR" in red letters.

To be had at every reputed Chemist and Druggist.

Supplies constantly on hand at the China Export Import and Bank Company.

Beware of spurious imitations.
Hongkong, 7th April, 1894. [446]

NOTICE.

THE HONGKONG HOTEL ROTISSERIE

has been RE-OPENED under new and experienced management.

THE STRICTEST ATTENTION paid to the Cuisine.

A STAFF of thoroughly trained and specially selected servants has been engaged and is under the immediate supervision of the Manager.
Hongkong, 6th April, 1894. [508]

THOMAS' GRILL ROOMS.

(Corner of Queen's Road and Duddell Street.)

THE Undersigned has always thought that such a place as this was the one thing needed to fit in between HOTEL LIFE and the PRIVATE BOARDING HOUSE—providing it be First-class in every detail. A place where one may have his GRILLED CHOP or STEAK at any hour of the Day, up to 11 P.M.; or later if notice be given. He is also prepared to SUPPLY MEALS to PRIVATE PARTIES per MENU or ORDER—the Parties sending Dishes, &c., for same—and Cash. Scale on application.

Monthly Board for One Person—\$35.00
Tipin \$15.00
AMERICAN FROZEN OYSTERS always up and served in every Style.

Breakfast \$0.50
Tipin \$0.75
Dinner \$1.00

SPECIAL TIFINS AND DINNERS served in Excellent Style at short notice.

W. THOMAS, Proprietor.
Hongkong, 3rd May, 1893. [51]

BOARD AND RESIDENCE.

No. 1, VICTORIA VIEW, KOWLOON.

MRS. SMITH and Mrs. LEWIS have taken the above admirably situated Establishment, where VISITORS will find every Accommodation at moderate rates.

Hongkong, 2nd April, 1894. [420]

J. W. KEW & CO'S

STEAM WATER BOATS.

PURE FRESH WATER.

THE attention of SHIPPOWERS, AGENTS and CAPTAINS is called to the Superior Quality of TITAM FILTERED WATER offered by J. W. KEW & Co., also to the advantages derived from their being able to Supply their Water in one-fourth the time occupied by the old fashioned and obsolete hand pumps.

No impeding the loading or discharging of Cargo.

Call flag "W." Commercial Code.
J. W. KEW & Co.,
c/o Carmichael & Co., Ltd.
Hongkong, 9th March, 1894. [684]

HONGKONG TIMBER

YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER Always on Hand.

L. MALLORY.
Hongkong, 24th June, 1891. [748]

Hotels.**PEAK HOTEL.**

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly redecorated, renovated and furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SUMMER RATES,
(FROM MAY 1ST TO OCTOBER 31ST).

One person, per day.....\$ 4.00
One person, per week.....25.00
One person, per month.....from \$70 to 85.00

The Share Market.

Latest Quotations.
 Hongkong and Shanghai Bank—91 per cent.
 The National Bank of China, Ltd.—on £30.00
 paid up—92, sellers.
 The National Bank of China, Ltd.—Founders
 shares, nominal.
 The Bank of China, Japan & the Straits, Ltd.—
 nominal.
 The Bank of China, Japan & the Straits, Ltd.—
 Founders' shares, £2, buyers.
 Chinese Imperial Loan of 1884 B—21 per cent.
 premium, sellers.
 Chinese Imperial Loan of 1884 C—2 per cent.
 premium, buyers.
 Chinese Imperial Loan of 1886 E—14 per cent.
 premium.
 Union Insurance Society of Canton—\$133 per
 share, sales and buyers.
 China Traders' Insurance Company—\$62 per
 share, sales and buyers.
 North China Insurance—Tls. 187 per share,
 sales.
 Canton Insurance Company, Limited—\$137 per
 share, buyers.
 Yantai Insurance Association—\$75, buyers.
 On Tai Insurance Company, Limited—Tls. 15
 per share.
 Hongkong Fire Insurance Company—\$184 per
 share, sellers.
 China Fire Insurance Company—\$70 per share,
 sales and buyers.
 Hongkong, Canton, and Macao Steamboat Co.—
 \$265 per share, sellers.
 China and Manila Steam Ship Company—\$70
 buyers.
 Indo-China Steam Navigation Company, Limited
 40 per cent. discount, sellers.
 Douglas Steamship Company—\$30, sellers.
 Hongkong and Whampoa Dock Company—\$6
 per cent. premium, buyers.
 Geo. Fenwick & Co., Limited—\$21 per share,
 sales and sellers.
 Hongkong Hotel Company—\$11 per share,
 buyers.
 Hongkong Hotel Co.'s Six per cent. Debentures
 \$501.
 The Austin Arms Hotel and Building Company,
 Limited—\$4 per share, sellers.
 The Shamshin Hotel Co., Limited—\$4 per
 share, sellers.
 Pungin Mining Co.—\$68 per share, sales and
 sellers.
 The Kaub Gold Mining Co., Limited—\$4.90 per
 share, sellers.
 The New Balmoral Gold Mining Co., Limited—
 \$2 per share, buyers.
 Société Française des Charbonnages du Tonkin
 \$60 per share, buyers.
 The Jebeu Mining and Trading Co., Limited—
 \$1, sales and buyers.
 London and Pacific Petroleum Co., Ltd.—\$163
 per share, sales and sellers.
 Luen Sui Kien Company, Limited—\$51,
 buyers.
 A. S. Watson & Co., Limited—\$93, sales and
 buyers.
 Dakin, Crickbank & Co., Limited—\$11 per
 share, sellers.
 Hongkong Dairy Farm Co., Limited—\$7 per
 share, sales and sellers.
 The Kowloon Land Investment Co., Limited—
 \$8 per share, buyers.
 The Hongkong Land Investment Co., Limited—
 \$3, sellers.
 The Western Port Buildings Co., Limited—\$18
 per share, sales and buyers.
 H. G. Brown & Co., Limited—\$3 per share,
 sellers.
 Hongkong and Kowloon Wharf and Godown
 Company—\$37 per share, sellers.
 Hongkong Rope Manufacturing Company,
 Limited—\$100 per share, sales and sellers.
 Hongkong Gas Company—\$120 per share,
 buyers.
 Hongkong Ice Company—\$80 per share, buyers.
 Hongkong and China Bakery Company, Limited
 \$40 per share, sales and sellers.
 The Hongkong Brick and Cement Co., Limited—
 \$53 per share, sellers.
 The Green Island Cement Co.—\$8, sellers.
 The Hongkong Electric Light Co., Limited—
 \$5, sales and sellers.
 The Hongkong Steam Laundry Co., Limited—
 \$25 per share, nominal.
 The Hongkong High-Level Tramway Co.,
 Limited—\$60, buyers.

EXCHANGE.
 On London—Bank, T. T. 2/0
 Bank Bills, on demand 2/1
 Bank Bills, at 4 months' sight 2/1
 Credits at 4 months' sight 2/1
 Documentary Bills, at 4 months'
 sight 2/1
 On Paris—
 Bank Bills, on demand 2/6
 Credits, at 4 months' sight 2/6
 On India—
 T. T. 185
 On Demand 185
 On Shanghai—
 Bank, T. T. 72 1/2
 Private, 30 days' sight 73

VISITORS AT THE HONGKONG HOTEL.

Mr. A. Andrieux.
 Mr. A. Avies.
 Mr. A. Avies.
 Mr. G. H. Allen.
 Commander Bayre.
 Rev. S. A. Bayle.
 Mrs. S. Bayle.
 Mr. Van Byley.
 Mr. J. Bodel.
 Mr. J. Bruce.
 Mr. S. W. Cartwright.
 Mr. H. de Ceval.
 Dr. Derville.
 Mr. A. Diehl.
 Mr. W. A. Duff.
 Mr. G. Fenwick.
 Mr. & Mrs. Graystone.
 Mr. D. Galvão.
 Mr. H. Gillard.
 Mr. G. M. Gray.
 Captain Hall.
 Mr. E. A. Harrison.
 Mr. G. L. Heasely.
 Miss F. M. Innes.
 Mr. J. Jones.
 Mr. & Mrs. Judah.
 Mr. J. Kinghorn.
 Mr. J. Kirkwood.
 Baron and Baroness de
 Lador.
 Mr. H. B. Lewis.
 Mr. R. Lyall.
 Mr. O. Matley.
 Mr. N. Mascock.
 Mr. & Mrs. Martin.
 Miss B. Maxwell.
 Mr. E. de C. May.
 maid and courier.
 Mr. T. Mitchell.
 Mr. A. P. Morris.
 Mrs. E. F. Munson.
 Miss M. Munson.
 Mr. J. Orkney.
 Mr. W. Puffit.
 Mr. & Mrs. Perkins.
 Mr. F. von der Floden.
 Mrs. von der Floden.
 Mr. G. F. Fowles.
 Mr. C. J. H. Poole.
 Dr. A. Rous.
 Mr. & Mrs. T. E.
 Sanson.
 Mr. & Mrs. Scheele.
 Mr. F. E. Shean.
 Dr. G. Smith.
 Mr. S. Smith.
 Mr. H. A. Stewart.
 Mr. F. Talbot.
 Mr. H. A. Thomson.
 Captain A. Tillett.
 Mr. Villiers.
 Mr. & Mrs. Wagstaff.
 Mr. W. Williams.
 Mr. & Mrs. W. Wilson.
 Capt. & Mrs. Wrottesley.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Capt. and Mrs. Hunt.
 Mr. MacLean.
 Mr. Macdonald.
 Capt. and Mrs. Moore.
 Mr. J. Chaudet.
 Mr. D. Diplo.
 Mr. J. S. Murray.
 Mr. A. Flidley-Smith.
 Mr. Stokes.
 Capt. & Mrs. Welman.

Shipping.

ARRIVALS.
 BENMORE, British steamer, 2,000, J. H. Clark,
 28th April, Saigon 25th April, Rlice—
 Gibb, Livingston & Co.
 GLENAVON, British steamer, 1,012, A. J. Jacobs,
 29th April, Japan, via Swatow 28th April,
 General—Jardine, Matheson & Co.
 TAIKANG, British steamer, 1,505, H. W. Hogg,
 29th April, Shanghai 25th April, and
 Swatow 25th, General—Jardine, Matheson
 & Co.
 SACHSEN, German steamer, 1,432, H. Supper,
 29th April, Shanghai 26th April, Mails and
 General—Melchers & Co.
 ZAITRO, British steamer, 675, A. W. R. Cobban,
 29th April, Manila 28th April, General—
 Shawan & Co.
 HAILONG, British steamer, 783, J. Roach, 29th
 April, Tientsin 26th April, Amoy 27th, and
 Swatow 28th, General—D. Laprak & Co.
 CHOWA, British steamer, 1,051, F. W. Phillips,
 29th April, Bangkok 21st April, and Koh-
 Chang 23rd, General—Yuen Fat Hong.
 SIKH, British steamer, 1,736, J. Rowley, 29th
 April, Saigon 26th April, Rlice—Dodwell,
 Carilli & Co.
 SPINAWAY, British bark, 321, G. W. G. 29th
 April, Freemantle 21st Feb., Sandalwood.
 Order.
 SOOCHOW, British steamer, 900, J. Cooke, 29th
 April, Wuhu, and Chinkiang 26th April,
 General—Butterfield & Swire.
 TOONANG, Chinese steamer, 665, J. P. Lowe, 29th
 April, Canton 29th April, General—C.
 M. S. N. Co.
 CHOWANG, British steamer, 1,048, R. C. D.
 Bradley, 30th April, Canton 30th April,
 General—Jardine, Matheson & Co.
 GLENARTNEY, British steamer, 1,944, James
 McGregor, 30th April, London 28th March,
 and Singapore 24th April, General—Jardine,
 Matheson & Co.
 LIGHTNING, British steamer, 1,124, K. H. Sand-
 berg, 30th April, Calcutta 24th April,
 Penang 21st, and Singapore 24th, Optim
 and General—D. Sassoon, Sons & Co.
 PAKLING, British steamer, 1,911, G. W. Leong,
 30th April, Canton 30th April, General—
 Arnold, Karberg & Co.
 ACTIV, Danish steamer, 355, H. W. Storm, 30th
 April, Fakhel and Holow 27th April,
 General—Yuen Chun & Co.
 CITY OF SYDNEY, American steamer, 1,965, Wm.
 B. Seabury, 30th April, San Francisco 24th
 April, and Yokohama 24th, Mails and
 General—P. M. S. S. Co.
 ARIAKI MARU, Japanese steamer, 1,905, A.
 Munay, 30th April, Ketchikan 25th
 April, Coal—Mitsui Bussan Kaisha.

CLEARANCES AT THE HARBOUR OFFICE.
 Catterthun, British steamer, for Shanghai.
 Hainan, British steamer, for Singapore.
 Hanoi, French steamer, for Hanoi.
 Choyang, British steamer, for Swatow.
 Yuenyang, British steamer, for Amoy.

DEPARTURES.
 April 28, *Ly-moon*, German str., for Canton.
 April 28, *Riversdale*, British str., for Canton.
 April 29, *Amigo*, German steamer, for Takow.
 April 29, *Sebastian Bach*, British bark, for
 Rajahmundry.
 April 29, *Gilgo*, British bark, for Newchwang.
 April 29, *Gallatin*, German bark, for Amoy.
 April 29, *Benlad*, British steamer, for Kobe, &c.
 April 29, *Cyclops*, British str., for Singapore, &c.
 April 29, *Matilde*, German str., for Canton.
 April 29, *Colong*, British str., for Shanghai, &c.
 April 29, *Pha Nang*, British str., for Swatow.
 April 29, *Thales*, British str., for Swatow, &c.
 April 29, *Salatiga*, German str., for Yokohama.
 April 29, *Kuanyang*, British str., for Swatow.
 April 30, *Kiangsu*, Chinese str., for Canton.
 April 30, *Bliss*, German steamer, for Saigon.
 April 30, *Glenavon*, British str., for Singapore.
 April 30, *Sachsen*, German str., for Singapore.
 April 30, *Haitan*, British str., for Swatow.
 April 30, *Hanoi*, French steamer, for Hanoi.
 April 30, *Pakshan*, British steamer, for Swatow.
 April 30, *Lyderhorn*, Norwegian steamer, for
 Kutchinot.

PASSENGERS—ARRIVED.
 Per *Sikh*, from Saigon, 2 Chinese.
 Per *Chowfa*, from Bangkok, &c.—Messrs.
 McDonnell, Michie, and Co. Chinese.
 Per *Hailong*, from Tamsui, &c.—Mr. Streich,
 and 156 Chinese.
 Per *Zaitro*, from Manila—Messrs. E. F.
 Birchall, J. M. Underwood, A. Stewart, E.
 Neilson, Olyer, J. Rameris and brother, and
 37 Chinese.
 Per *Sachsen*, from Shanghai for Hongkong—
 Mr. & Mrs. Schenfelder and daughter, and 8
 Chinese. For Europe—Mr. and Mrs. Laughton
 and children, Mr. and Mrs. James and children,
 Mr. and Mrs. Cassels, Mr. and Mrs. Lachlan,
 Master and Miss Ellison, Mrs. Tonningson,
 children and amah, Mrs. Allen, children and
 governess, Mrs. Telge, son and governess, Mrs.
 Coulthard and children, Miss Ramsay, Bas-
 stone, and Graham, Dr. Perkins and family,
 Messrs. McElin, Bechoke, Rosenzweig, Behrens,
 Becker, Eichen, and Winkler.
 Per *Glenavon*, from Shanghai—9 Chinese.
 Per *Chowfa*, from Japan, &c.—Mr. and Mrs.
 Steel, and 300 Chinese.
 Per *Benmore*, from Saigon, 30 Chinese.
 Per *Glenartney*, from Singapore, &c.—350
 Chinese.

DEPARTED.
 Per *Sachsen*, from Hongkong for Singapore—
 Mr. H. Garrell and native servant, 2 Chinese,
 1 woman and 2 children. For Colombo—
 Chinese. For Gaocho—Hon. G. T. M. O'Brien.
 C. M. G. Miss O'Brien, Miss Kamey, Messrs. Y.
 de Sta. Marlos, Juan Ortiz, Wegglin, Eugene
 Stolz, W. Rudeloff, C. Schweske, W. Leflow,
 Ernest Neitler, and Consul Streich. For
 Southampton—Messrs. B. Foster, R. Robertson,
 C. A. V. Bowers, John Buchanan, W. C. Rawlin,
 Andrew Anderson, J. K. Trafford, Yee Chien,
 and Yee Hio. For Bremen—Messrs. L. Newman,
 J. Rump, and F. G. Winkler. From Yokohama
 for Genoa—Messrs. H. Gilden, F. 344,
 and K. Imidrum. For Southampton—Mr. and
 Mrs. Williams and 5 children, Messrs. Ch.
 Lund and R. J. Jackson. From Kobe for Genoa—
 Mr. and Mrs. W. Stoffregen, a children and
 amah. For Southampton—Mr. Richardson and
 children, Miss Sander. From Shanghai for
 Singapore—Messrs. Geo. McElin and servant,
 J. Erichsen, C. White, and 5 Chinese. For
 Genoa—Mrs. Telge, child and governess, and
 Mr. Rosenzweig. For Southampton—Mr. and
 Mrs. Lachlan, Mr. and Mrs. James, and 2
 children, Mr. and Mrs. Cassels, Mr. and Mrs.
 Laughton, and children, Mrs. Allen, and 3
 children, Mrs. Coulthard and children, Miss
 Ramsay, Bastone, Ellen Ellison, and Graham,
 and 2 children, Master John Ellison, Dr. Perkins
 and family, and Mr. H. Behnke. For Bremen—
 M. S. Tonningson, 3 children and nurse, Messrs.
 Behrens and Broecker.

REPORTS.
 The British steamer *Zaitro* reports that she
 left Manila on the 26th instant, and had fresh
 north-east breeze and light sea.
 The German steamer *Sachsen* reports that
 she left Shanghai on the 26th instant, and had
 fine weather and moderate north winds.

The British steamer *Sachsen* reports that she
 left Hongkong on the 26th instant at 4 p.m., and
 experienced light variable winds and fine
 weather throughout the passage.

The British steamer *Lightning* reports that
 she left Shanghai on the 25th instant, and had
 north-east winds and fine weather throughout the
 passage.

The British steamer *Benmore* reports that
 she left Saigon on the 25th instant, and had
 moderate weather with light head winds to
 Panama, then strong head winds with slight sea.
 The British steamer *Hailong* reports that
 she left Tientsin on the 25th instant, and had
 moderate light north-east breeze and fine weather to
 Amoy. Left Amoy on the 27th, and Swatow on
 the 28th. From Amoy to Swatow had light
 variable winds and fine weather. From Swatow
 to port had similar weather. In Tamsui the
 steamships *Fokien* and *Pakshan*. In Swatow
 the steamships *Wanchow*, *Tamsui*, *Shian*, and
 the German gunboat *Idis*.

The British steamer *Glenartney* reports that
 she left London on the 18th ultimo. Had
 heavy weather down Channel, followed by moder-
 ate easterly to Gibraltar on the 23rd; thence to
 Malta had fresh to strong continuous head wind
 and sea. After coaling there on the 28th
 encountered whole gale from north to north-
 west with tremendous high sea, steamer being
 down to for twenty hours—arrived in Port
 S. Id. on the 1st instant. Delayed passage
 through the Suez Canal. Left Suez on the 3rd.
 Had light northerly winds to lat. 17 north;
 thence fresh to strong southerly wind and sea
 during a clearing Gulf of Aden had strong
 southerly currents—until clear of Sokatra, then
 light variable winds and westerly currents to
 Penang on the 21st. Left Penang the same
 day; arrived in Singapore on the 23rd. Left
 Singapore at 5 p.m. on the 24th. Had light
 north-easterly winds and smooth sea with squally,
 rainy weather to Bombay reef; thence moderate
 easterly winds and high north-east swell to
 Hongkong.

The British steamer *Chowfa* reports that
 she left Bangkok on the 21st instant, and Koh-
 Chang on the 23rd. From Koh Chang to
 Palo Obo had light variable winds and dull
 cloudy weather; thence to lat. 11 north and
 long. 102 east, had light winds and calm.
 4.30 p.m. on the 26th off Kam Ranh Bay, we
 picked up two boats with 1st and 2nd officers of
 the steamer *Propolis* in charge of same.
 They stated their steamer bound from Java to
 Hongkong, 12 days out, put into Kam Ranh Bay
 with part of machinery damaged. By their
 request we immediately put back to Kam Ranh
 Bay to render assistance; at 5.30 p.m. anchored
 alongside of the steamer *Propolis*, the
 command of the steamer *Propolis* requested
 us to receive on board the damaged machinery,
 viz. the air pump, also take up as passengers,
 the chief engineer and compressor's staff; at 6.25
 p.m. duly received same; at 6.30 p.m. im-
 mediately proceeded to Hongkong, and experienced
 moderate east-south-east winds and fine clear
 weather to arrival at Hongkong at 3.30 p.m.
 yesterday. Time of passage 6 days and a hour.

Post Office.

A MAIL WILL CLOSE—
 For Hanoi and Haiphong—Per *Hanoi* to-
 morrow, the 1st May, at 9.30 A.M.
 For Nagasaki, Kobe, and Yokohama—Per
Radnorshire to-morrow, the 1st May, at 11.30
 A.M.

SHIPPING IN HONGKONG.

STEAMERS.
 AGNES, French steamer, 200—Geo. R. Stevens.
 AZAMOR, British steamer, 2,005, F. Gibson,
 R.N.R., 28th April—Moji 23rd and
 General—Tait & Co.
 BENMORE, British steamer, 1,977, C. K.
 McIntosh, 25th April—Saigon 11st April,
 Rlice and Cotton—Gibb, Livingston & Co.
 BENLAD, British steamer, 1,481, Farquhar, 26th
 April—Singapore 26th April, General—
 Gibb, Livingston & Co.
 CATTERTHUN, British steamer, 1,406, Neil
 Shannon, 27th April—Sydney 4th April,
 Moolten Bay 6th, Townsville 10th, Cooktown
 10th, Thursday Island 13th, Port Darwin
 17th, and Timor 19th, General—Gibb,
 Livingston & Co.
 CHINA, German steamer, 1,114, P. Voss, 28th
 April—Saigon 24th April, Rlice and Paddy,
 Molchers & Co.
 CITY OF PEKING, American steamer, 1,120, Wm.
 R. Seale, 23rd April—San Francisco 20th
 March, and Yokohama 17th April, Mails and
 General—P. M. S. S. Co.
 EMPRESS OF INDIA, British steamer, 3,013, O.
 P. Marshall, R.N.R., 24th April—Van-
 couver 3rd April, Yokohama 16th, Kobe
 18th, Nagasaki 19th, and Shanghai 21st,
 General—Canadian Pacific Railway Co.
 ERINORE, British steamer, 1,905, E. Winkler, 28th
 April—Saigon 24th April, Rlice—Nam
 & Co.
 FAME, British steamer, 117—Hongkong Govern-
 ment tender.
 FORMOSA, British steamer, 680, T. Hall, 23rd
 April—Tamsui 20th April, and Amoy 21st,
 General—D. Laprak & Co.
 FRODORE, Norwegian steamer, 726, Gullichsen,
 27th April—Bangkok 10th April, Rlice—
 Chinese.
 GLENARTNEY, British steamer, 1,944, P. Thomson,
 29th April, Saigon and April, Rlice and
 Paddy—Melchers & Co.
 GUTENBERG, British steamer, 1,000, P. T. Helms,
 27th April—Kobe 21st April, and Moji 22nd,
 General—Gibb, Livingston & Co.
 HANOL, French steamer, 730, T. V. Cholsin,
 28th April—Haiphong 24th April, and
 Hanoi 27th, General—A. R. Marty.
 HONGKAI, British steamer, 1,507, James Young,
 24th April—Panama 24th April, Saigon,
 Jardine, Matheson & Co.
 LUDERBORN, German steamer, 3,014, B. Ham-
 mond, 26th April—Ketchikan 21st April,
 Coal—Mitsui Bussan Kaisha.
 MCMOUTHRIDGE, British steamer, 1,870, F.
 Comling, 26th April—Saigon 22nd April,
 Rlice—Dodwell, Carilli & Co.
 NANYANG, German steamer, 1,059, F. Schull,
 23rd April—Bangkok 15th April, Rlice—
 D. Blomgren & Co.
 NUENBERG, German steamer, 3,307, H. Walter,
 28th April—Yokohama 20th April, Hogo
 23rd, and Nagasaki 24th, Mails and
 General—Melchers & Co.
 PERLA CHOM LOK, British steamer, 1,000, J.
 P. Jones, 27th April—Bangkok 21st April,
 Koh Chang 22nd, General—Yuen Fat Hong.
 PRATA, 130, Captain MacLennan—Hongkong
 Government tender.
 RADNORSHIRE, British steamer, 1,881, H. Davies,
 27th April—London 8th March, Port Said
 23rd, Penang 14th April, Singapore 21st,
 General—Dodwell, Carilli & Co.
 STURIA, Italian steamer, 1,416, E. de April, 26th
 April—Bombay 8th April, and Singapore
 19th, General—Cassell & Co.
 TAI-CHOW, German steamer, 528, F. Thoms,
 24th April—Saigon 20th April, Rlice—
 Meyer & Co.
 TARTAR, German steamer, 1,050, F. Dalar, 27th
 April—Moji 21st April, Rlice—Lap-
 Weyger & Co.

VERONA, British steamer, 1,876, C. H. S. Toocue,
 R.N.R., 22nd April—Yokohama 14th
 April, Mails and General—F. & O. S.
 N. Co.
 VINDORWA, Austrian steamer, 2,650, P. Mera,
 15th April—Tientsin 21st Feb., and Singa-
 pore 6th April, General—A. L. S. N. Co.
 WINDSOR, British steamer, 1,798, Thos. Vernon,
 28th April—Moji 22nd April, Rlice—
 Order.

SAILING VESSELS.
 ADAM W. SPITZ, American bark, 1,173, C. N.
 Meyers, 15th April—New York 1st Nov.,
 Keweenaw Oil—Jardine, Matheson & Co.
 BASTRO, German bark, 345, H. Evers, 14th
 Oct.—Amoy 4th Oct., Sugar—Wiles & Co.
 EDWARD MAY, American bark, 804, C. C.
 McClure, 28th April—New York 3rd Nov.,
 Keweenaw Oil—Stewart & Co.
 EDWARD KIDDER, American bark, 663, J. H.
 Parks, 17th April—New York 24th Oct.,
 Keweenaw Oil—Jardine, Matheson & Co.
 FAIRHILL, American ship, 1,605, W. E.
 Sherman, 6th April—Singapore 18th
 February, Timber—Choo Shong King.
 FERNANDO, Norwegian bark, 347, E. Petersen,
 22nd Jan.—Gorontalo 22nd Dec., Rattans
 and Blackwood—Moh Wong.
 MARTHA DAVIS, American bark, 812, A. L.
 Soud, 9th March—Honolulu 4th February,
 Ballast—Shewan & Co.
 SEBASTIAN BACH, British bark, 823, C. Hansen,
 25th April—Amoy 19th April, Ballast—
 Order.
 SEMANTHA, British 4-masted ship, 2,211, D. P.
 Green, 2nd April—New York 22nd Nov.,
 Keweenaw Oil—Order.
 S. SKOLFIELD, American ship, 1,675, G. Skolfield,
 28th April—New York 13th November, 1893,
 Keweenaw Oil—Order.
 VELOCITY, British bark, 491, R. Martlo, 27th
 March—Honolulu 21st Feb., Copper and
 Iron—Chinese.
 WM. LE LACHUE, British bark, 573, T. Powell,
 15th Jan.—Kalgala 22nd Dec., Timber—
 Gibb, Livingston & Co.

Intimations.

NGAI SHANG,
 34, QUEEN'S ROAD CENTRAL.
RATTAN FURNITURE
 of Every Description.
 CHAIRS, COUCHES, TABLES, BASKETS,
 CHILDREN'S COTS, &c., &c.
 Latest Patterns, Best Workmanship.
 Rattan Core, Split Rattan, Canton Reed and
 Sundries of all kinds.
 Hongkong, 28th November, 1893. [35]

DENTISTRY.
 D. J. SAKATA (from Japan),
 Mr. SUI SANG,
 DENTAL SURGEONS,
 55, Queen's Road Central.
 First Class Dentistry and Moderate Fees.
 Consultation Free.
 Hongkong, 9th April, 1894. [45]

SIEN TING,
 SURGEON DENTIST,
 No. 10, D'ARCADE STREET.
 TERMS VERY MODERATE.
 Consultation free.
 Hongkong, 27th March, 1894. [40]

DENTISTRY.
 FIRST CLASS WORKMANSHIP
 AND
 MODERATE FEES.
MR. WONG TAI-FONG,
 Surgeon Dentist,
 (Formerly attached to the British
 Consulate at Hongkong),
 HAS REMOVED
 TO
 THE BANK BUILDINGS,
 QUEEN'S ROAD,
 (Opposite Hongkong Hotel).
 CONSULTATION FREE.
 Hongkong, 27th July, 1890. [17]

Driving the Brain
 at the expense
 of the Body.
 While we drive
 the brain we
 must build up
 the body. Ex-
 ercise, pure air
 —foods that
 make healthy
 flesh—refreshing sleep—such
 are methods. When loss of flesh,
 strength and nerve become ap-
 parent your physician will
 doubtless tell you that the
 quickest builder of all three is
Scott's Emulsion
 of Cod Liver Oil, which not only
 creates flesh of and in itself, but
 stimulates the appetite for
 other foods.
 Scott & Bown, Ltd., London, All Chemists.

Sole Agent for Hongkong and the Empire of
 China—CHAN A. FOOK, at Watkins & Co.,
 Hongkong, 27th March, 1894.

MAILS.
**NORTHERN PACIFIC STEAMSHIP AND
 RAILROAD COMPANIES.**
**PROPOSED SAILINGS FROM
 HONGKONG.**
 (SUBJECT TO ALTERATION.)
 Tacoma Tuesday May 5th.
 Sisk Tuesday May 29th.
 Victoria Tuesday June 19th.
 Tacoma Tuesday July 17th.

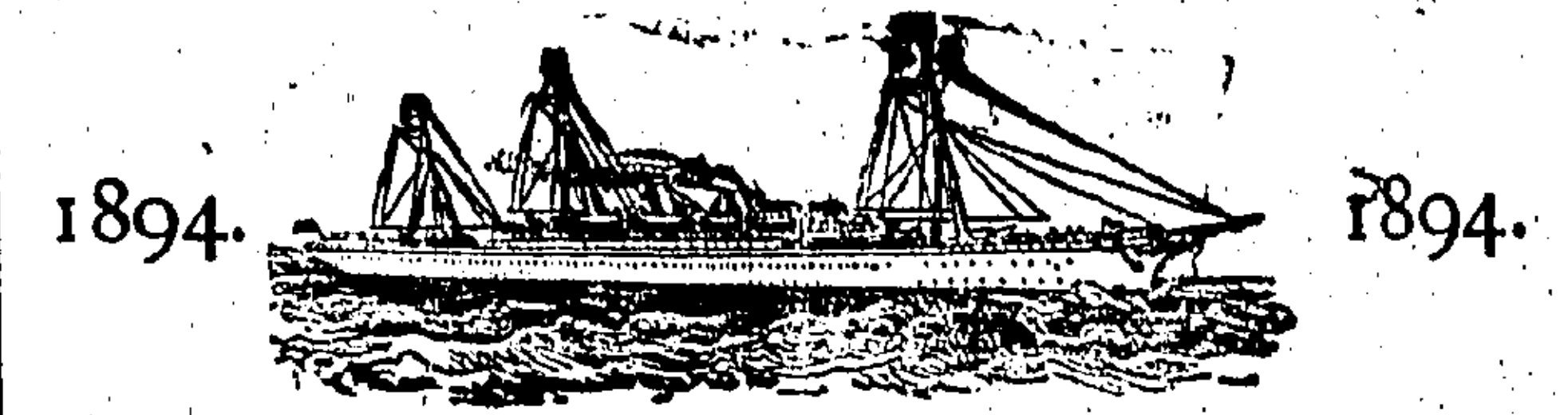
THE Steamship
 Captain J. R. Hill sailing at Noon, on TUES-
 DAY, the 5th May, will proceed to VICTORIA,
 B.C., and TACOMA, via INLAND SEA, KOBÉ
 and YOKOHAMA.
 Through Bills of Lading issued to Japan,
 Pacific Coast Ports, and to Canadian and
 United States Ports.
 Consular Invoices of Goods for United States
 Ports should be in quadruplicate, and one
 copy must be sent forward by the steamer to
 the care of the Freight Agent, Northern Pacific
 Railroad, Tacoma, Wash.
 Freight must be sent to our Office with address
 marked in full by 5 p.m. on the day previous to
 sailing.
 For further information as to Passage of
 Freight apply to
DODWELL, CARILL & Co.,
 Agents,
 Hongkong, 26th April, 1894. [4]

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 Victoria Tuesday June 19th.
 Tacoma Tuesday July 17th.

Mails.
CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
 THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
 AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.)
 Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF INDIA...Comdr.